

AFFAIRS OF THE RAILWAYS.

The Monon's New Managers Doing Their Utmost to Improve the Line.

Said an official of the Louisville, New Albany & Chicago road yesterday: "If our friends will only be patient, they will right all things on the Monon. Our experiences have been bitter in the past, but the new managers are straightening out matters. They took the road under unfavorable circumstances. The road-bed had been neglected, the equipment had run down, and everything was going to the dogs, and the wonder is that there were not ten accidents where there was one. The road-bed has, under the new management, already been greatly improved, and I do not look for any more wrecks from spreading of the track, or going through bridges. The greatest trouble now is to get power to haul the business offered. Yesterday the road refused two hundred car-loads of freight offered it by a connecting line for the reason that the Monon had not power to haul it. The four new engines which were received this month are not limbered up, but will be in a few days, and this will help matters. Six more will arrive in the next four weeks. The new management find so many improvements needed that it is quite a problem what to do first. For instance, there is not a side-track on the system which is as long as it should be, and this causes the passenger trains to be late. The freight traffic is simply immense, and these long freight trains are obliged to pass by the passenger trains, which greatly delays their movement. In a few months this trouble will all be remedied. An idea of the freight base on the line has been lying down in the fact that Monday there were over 700 more loaded freight cars on the system than there was power to handle on that day, and every engine which is fit to run was in service. The improvements in the last three months have been so great that it encourages me to believe that the darkest days with the Monon have been passed, and that the road in a short time will be as exempt from accidents as are some of the more fortunate roads. With our improved road-bed, increased equipment and longer side-tracks the business of the road will doubtless move along as smoothly as does it with competitors."

Demoralized Freight Rates.

The general managers and general freight agents of the Central Traffic Association and the trunk lines have had three meetings now to bring about a restoration of east-bound rates, and nothing has been accomplished worthy of note. The point has been touched where the affairs of the east-bound roads are about as much demoralized as are those of the Western lines, some of which of late have been gradually bracing up rates toward the tariff basis. On the contrary, not a week passes that a fresh attack is not made in some quarter on east-bound rates, and reduction after reduction is made without any apparent effect on the warring roads. No trace is called and no action taken in looking to restoring rates on a reasonable basis. What is worse for the Eastern roads is that business has been falling off of late with them, while with the Western lines it was good while they were in the midst of the fight, and as rates are advanced business still continues to be heavy. The light traffic over the Eastern roads is a serious matter, and it is stated that the presidents of the roads are taking more interest in the matter, and this may help in solving the problem which now has certainly a very unpromising look.

Higher Rates Proposed.

CHICAGO, July 16.—The committee appointed to submit a plan for the readjustment of freight rates from the Missouri river to Chicago, was in session again today, and did not complete its report until the middle of the afternoon. The general managers were called together about 4 o'clock to hear the reports, which recommended that rates from the Missouri river to Chicago be changed as follows: On sheep and hogs, an advance from 12 to 25 cents per one hundred pounds; on cattle, an advance from 12½ to 22; on packing-house products, an advance from 12 to 18; on lumber, an advance from 10 to 16; on wheat, a reduction from 22½ to 20; on corn, a reduction from 20 to 17. A resolution was also submitted providing that the rate on wheat from the Missouri river to the Mississippi river be reduced to 15 cents, and on other grain to 12 cents; that the rates from Kansas and Nebraska points to the Missouri river be reduced to 10 cents, and on other grain to 3 cents between the through rate and the sum of the locals, except that no advance shall be made in the present through rate on corn. The resolution was the only one that opposed the resolution. The meeting deferred action on the committee's report until to-morrow.

Rumor About the C. & M.

GOSHEN, Ind., July 16.—The Lake Shore and Michigan Southern railroad, in a few weeks, will assume entire control of the Cincinnati, Wabash & Michigan to Indianapolis. A conference to-day, at Elkhart, between John Newell, president of the Lake Shore, and President Mackey, of the Big Four, was held. The road has been independent till now and has made money.

The report sent from Goshen to the effect that the Lake Shore had purchased the Cincinnati, Wabash & Michigan is pronounced by General Manager Beckley to be without the least foundation. The Lake Shore owns one-fourth of the stock, the Big Four another fourth, and the Mackey syndicate the other half.

Personal, Local and General Notes.

J. N. McCullough and other officials of the Pennsylvania lines, who were in the city, left last night on a special train for Chicago.

Joseph Wood, general manager of the Pennsylvania lines of Pittsburgh, who has been off on a three weeks' rest in the East, is expected home to-day.

The directors of the Terre Haute & Indianapolis railway company, lessors of the Vandallia, have declared a semi-annual dividend of 3 per cent., payable Aug. 1.

The Big Four people are handling their freight business again promptly. About one-third of the freight-handlers who went out at Cincinnati have returned to their work.

Arrangements have been made by which the Quincy, Keokuk & Chicago road is to become a valuable feeder to the Atchison, Topeka & Santa Fe, connecting with that line at Kiota, Ill.

H. W. Griffin, one of the oldest engineers on the Lake Erie & Western road, with his wife, left for Maine for a month's vacation yesterday. It is eight years since he has been off duty except between trips.

J. B. Witty, general roadmaster of the Belt road and Union tracks, was called to Louisville last night by the death of a brother-in-law, Charles Doherty, who was an engineer on the Louisville & Nashville road.

J. A. Barnard, assistant general manager of the Big Four line, and William Turner, superintendent of motive power, who have for the last ten days been on an inspection trip over the Big Four system, returned last night.

The contracting freight agents of the country held their next annual convention in Denver Aug. 25. The Eastern and Southern agents meet in Chicago on the 23d to take a special train over the Chicago & Northwestern road for Denver.

It is stated that the Pennsylvania Company feel somewhat sore because the Vandallia is diverting a business that is ought to over the P. H. & L. division, and then turning it over to competitors of the Pennsylvania lines to be forwarded East.

A Richmond, Ind., paper claims to have good authority for saying that the Big Four people are to carry out the Mackey programme and build a road from Besoon, near Connersville, to Richmond, connecting with the Whitewater road for Cincinnati.

Business men who patronize the Big Four lines are complaining bitterly that to go over the system requires three distinct mileage-books. If General Passenger Agent Martin will put on a mileage-book at a uniform rate, good on all divisions, the patrons of the road who travel on mileage-books would greatly appreciate the change.

On some portions of the road 2 cents per mile is the rate on mileage-books, while on others it is 2½ cents.

A company has been chartered at Pittsburg to build an extensive system of tracks and sheds in which to maintain a storage yard for cars when out of service. When traffic is light there is often a great demand for storage tracks. The company has a capital of \$1,500,000.

At a recent conference with the railroad officials one of the engineers' committee made a good point by saying that the roads to stop quarreling and maintain rates the companies would experience no trouble in paying the little advance in wages which some of the men want.

It is stated that the passenger business of the last six weeks over the Cincinnati, Wabash & Michigan road has been fully 50 per cent. heavier in June and July than of July than in any past year. The extreme heat has made their pleasure resort travel unprecedentedly large.

General Manager Beckley, of the Cincinnati, Wabash & Michigan, was in the city yesterday. He states that work on the Rushville extension is moving along briskly, and in a few weeks trains will be running between Anderson, Rushville, or Benton Harbor and Cincinnati.

The new air-brake invented by T. H. Habernorth, of Fort Wayne, is beginning to attract considerable attention, and is reported to be a success. The road experts, who will be to be examined by the committee, will give their decision in the Locomotive Engineer in its August issue.

J. W. Brunton, who for years was an engineer on the Bee-line, and later in charge of their Railroad Men's Home at Brightwood, has been appointed telegraph-wire chief of the Denver & Rio Grande road, with headquarters at Pueblo. He will control and test all wires on the system.

James Barker, general passenger agent of the Louisville, New Albany & Chicago road, and E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton, were in the city yesterday, on business connected with their respective roads. Both officials report heavy travel over their lines.

The Lake Erie & Western, operating the Fort Wayne, Cincinnati & Louisville road, is, with the Cincinnati, Hamilton & Dayton, arranging a time schedule, by which two trains each way of the Fort Wayne line will connect closely with trains of the C. H. & D., at Connersville, to and from Chicago.

The Interstate-commerce Commission has decided that it will issue an order making a reduction in grain rates from Iowa, Nebraska, Kansas and Missouri to Chicago, and the Mississippi river and to Chicago. Food product rates east of the Mississippi and not involved in other suits before the commission are to be reduced to the same level.

The few months which the Ohio, Indiana & Western management operated the Cincinnati, Sandusky & Cleveland taught the owners of the latter road that they had lost facilities at Sandusky which were worth improving, and now that the C. S. & C. has control of the property it is carrying out the programme of the O. I. & W. as to improvements at Sandusky.

A rumor has been current for a day or two that the Pennsylvania people had made another offer for the Terre Haute & Indianapolis road, through which they would secure control of the Vandalia and the Mississippi river and to Chicago. A Journal reporter after the conference with the Pennsylvania officials yesterday, but that gentleman said the rumor was without foundation.

The New Albany Ledger says that the Jeffersonville, Madison & Indianapolis Railroad Company is surveying for a track around the Silver hills and to the hill top, to leave the Air-line near the Hanky place, cross over to the hill side on the right, and follow the road and across the camp-ground and to the hill top three miles west of the city, where a summer resort is to be established.

It will be one year to-morrow since M. E. Ingalls was elected president of the Union Railway Company and Belt road. Mr. Ingalls turned the operating department over to General Manager Greene, and as a result of the economical measures which he introduced the operating expenses of the Union railway, the Belt road and station have been reduced nearly \$55,000 for the year, as compared with the year ending July 20, 1889.

William R. McKee, president of the Vandalia, John Williams, general manager; J. N. McCullough, first vice-president of the Pennsylvania Company; General Solicitor Brooks and General Superintendent Miller, of the Pennsylvania lines west of St. Louis, were in conference several hours yesterday talking over traffic matters and the Vandalia lease. E. A. Ford, general manager of the Cincinnati, Wabash & Michigan, was present, and pushed his hobby—that Nos. 30 and 31 should be made strictly limited trains and haul only vestibuled Pullman cars.

THE WEARING OF COOL GARMENTS. Nothing Like the American Plan Ever Obtained in Older Civilizations.

Pittsburgh Chronicle-Telegraph. "My Beloved Son—When I requested you to send me your picture I did not expect to receive the shock you gave me. Who ever heard of anybody being photographed in his sleeping garment?"

This is a translation of a portion of a letter which a young man in Pittsburgh, who recently emigrated from England, received from home yesterday. He had sent to his parents a photograph taken while he wore a cream-colored flannel shirt, a pink flowered tie, a straw hat, sailor collar, and a four-inch red and white striped ribbon, and russet shoes, visible from under cream-colored pantaloons, held in place by a dark orange sash.

That was too much for his English relatives who, being of good, old-fashioned people, were people of standing, and of moving or advancing. They had never seen anything like the "get-up" of the Americanized conglomeration of son, brother, cousin and nephew, and from the country's climate and the people's custom had induced to forsake the impressive but uncomfortable dignity of stiff collar and cuffs. He had adopted a new habit in both senses of the word.

At summer resorts, watering places, on the sea-shore and in the mountain hostelry Europe was well known to the English in the morning up to dinner time. They "dressed" for dinner. If dinner is taken at or after 5 P. M., they often "dress" for luncheon. Negligé, in Europe, for men, means about the same thing it does here. In negligé a man is permitted to leave a few buttons of his waistcoat open; he may appear in public without gloves or silk hat; he may even wear a flannel shirt, if he does not mind being taken for a sporting, or at least, for a sportive man. To wear a flannel shirt, the city would be to throw your female relatives into hysterics, and call down upon your head the indignation and ridicule of your "fellows." Indeed, you would no longer acknowledge you. Should you add russet shoes, why, you could be arrested. In London, Berlin, in short, in all the cities of northern and middle Europe, the winters are long but comparatively mild; while the summers are rather short and much cooler than here. Therefore, the London business man goes to "the city" in summer in silk hat and cutaway, usually a black or dark blue worsted coat.

Another item must be considered. Every European who is at all genteel—not necessarily a gentleman, or even a man, but that petty, stuck-up, proud-of-nothing composite of false pride and imaginary respectability—such a European has a dread of being mistaken for a workman. That is to say, for a man whose pursuits incapacitate him, socially and actually, from wearing anything but a blouse, a flannel shirt or an unstarched cotton or linen garment. Shirts with stiff bosoms, standing collars and large cuffs are the inalienable appurtenances of the gentleman and the gentle man. Therefore Mr. Brown, the London dry-goods man; Herr Tangehenrich, the Berlin clerk; Monsieur Bienmann, the Parisian bourgeois; and Myhrne von Bommel, the genteel lawyer's secretary of Amsterdam—all must sweater and wilter in the comfort, that the line between their labor and another sort of labor may remain plainly visible.

The Decline of Autographs. The pestilential autograph hunter is gradually being rebuked by the common sense of the people he lags. He has been industrious as well as impudent in subjecting every well-known writer to the thrall of being importuned for his signature, and he has now an overstocked market that the autographs of even our greatest authors, whether dead or living, are almost a drug in the market. Forging authors this is welcome news. They are likely to be less bothered than heretofore, and to have their popularity less gauged by the price that their autographs will bring.

A COMPLETE WRECK

How a Kokomo, Ind., Lady, Was Restored to Health and Vigor.

I was in miserable health for some time; in fact, I was a complete wreck. A complication of diseases unfitted me for household duties, and I was greatly worried over my condition. Dyspepsia was one of my ailments, and, in addition to this, my system was generally run down. As a last resort, I tried the Gun Wa Herb Remedies. I had doctored a great deal, but was only patched up; that is, I was benefited for awhile, then my old ailments returned with renewed vigor. The Gun Wa Herb Remedies made me a new person. I enjoy good rest, and can do more work than any of my daughters. I am willing to testify to the efficacy of the Remedies mentioned.

My husband, Michael Lock, suffered from kidney troubles and general debility. He took the Gun Wa Herb Remedies, and is well again. Eats heartily, sleeps well, and is in every way improved.

Very truly,

MRS. MAGGIE LOCK.

Owing to a vast increase in the demand for the Gun Wa Herb Remedies, it has been found necessary to establish depots for the sale of these remedies in different cities, and a company for the collection of orders has been incorporated under the name of the Gun Wa Chinese Herb Remedy Company, to whom all correspondence should be addressed.

GUN WA CHINESE HERB REMEDY CO.,

25 West Washington St., Indianapolis, Ind.

For improved and economic cooking use

Liebig COMPANY'S

EXTRACT OF BEEF.

For Beef Teas, Soups, Made Dishes, Sauces (Game, Fish, etc.), Aspic or Meat Jelly. Keeps for any length of time, and is cheaper and of finer flavor than any other stock.

Genuine only with J. von Liebig's signature as above, in blue. One pound of Extract of Beef equal to forty pounds of lean beef.

SUMMER RESORTS.

SPENCER

HOTEL AND SANITARIUM

SPENCER, IND.

Wonderful Sulphured Silurian Water. Potent against Dyspepsia and its train of ill. Splendidly appointed baths. \$2 per day. Special rates given. Good board in private families. \$3.50 to \$5 per week.

LADIES!

Use Only BROWN'S FRENCH DRESSING on your Boots and Shoes.

Awarded highest honors at Philadelphia, 1876; Frankfurt, 1881; Berlin, 1884; Amsterdam, 1885; London, 1886; Melbourne, 1887; Paris, 1889.

Paris Medal on every bottle. Beware of imitations.

PROPOSALS FOR MAIL-BAG CORD-FASTENERS.

POSTOFFICE DEPARTMENT, WASHINGTON, D. C., May 1, 1890.

SEPARATE SEALED PROPOSALS FROM persons or firms desiring to be considered at this Department until noon on the twenty-ninth day of July, 1890, as follows:

Proposals for furnishing mail-bag cord-fasteners for use by the Postoffice Department; said proposals to state the amount of royalty, if any, charged for patent devices, prior to which patent device, if any, will be conveyed to the government, and also price at which said mail-bag cord-fasteners will be furnished complete, including royalty.

Proposals must be in accordance with the specifications and forms of proposals, which will be furnished on application by letter to the Second Assistant Postmaster-General.

The contract which may be made will be in conformity to the specifications and the accepted proposals.

The right is reserved to reject any or all the proposals.

JOHN WANAMAKER, Postmaster-General.

DRINK ROOT BEER

The Purest and Best Drink in the World. Appetizing, Refreshing, and the Best Blood Purifier and Tonic.

A Package (quint) 25c. makes five gallons. E. V. L. & L. E. C. A. & S. E. D. No Trouble. Easily Made. Try It. Ask your Druggist or Grocer to make one for you. See that you get HIRSH'S.

THE ONLY GENUINE Made by C. E. HIRSH, Philadelphia, Penna.

The Sunday Journal, \$2 Per Annum

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M. July 16, 1890, as furnished by Elliott & Butler, abstractors of titles, Hartford Block, No. 84 East Market street:

Robert Martindale to Carrie Perkins, lot 14, in Clark's first addition to West Indianapolis, 700.00

W. H. Tallman to Luella Dollarhide, lot 113, in Newman Oaks Park, 400.00

C. H. Abbott to George Mathias, lot 73, in McCord's southeast addition, 50.00

W. H. Vincent to Mary A. Bennett, lot 8, in Shary's Woodside addition, 600.00

Joseph Morris to Catherine Austin, part of lots 5 and 6, in Moore, Jr.'s subdivision of lot 16, etc., in Pratt's subdivision of outlet 171, 2,300.00

Margaret M. Todd to D. D. Negley, lot 150, in Brightwood, 515.00

James S. McGuire to Louisa J. Brown, lot 2, in block 2, in Martindale's subdivision of lot 16, etc., in Pratt's subdivision of outlet 171, 1,500.00

Joseph H. Clark to Frank A. Miller, lot 5, in John's subdivision of lot 31, in West Indianapolis, 350.00

Charles Schimmel to Nellie E. Klein, lot 113, in Newman Oaks Park, 400.00

Hubbard et al.'s southeast addition, 2,200.00

Alfred M. Ogilvie et al. to Florence T. Miller, lot 10, in block 2, in Martindale's subdivision of outlet 171, 325.00

Florence T. Miller to Joel E. Harrod, lot 248, in Ogilvie et al.'s southeast addition, 285.00

Ida Rebenitsch to Charles C. Sosin, lot 149 and 150, in Martindale's subdivision, 240.00

Harvey Wright to George Williams, lot 74, in Carpenter's Home-place addition to Mount Jackson, 450.00

A. L. Roache to Lillie Lewis, lot 36 in block 4, in Newman Oaks Park, 250.00

W. E. Smith to J. C. Ingram, part of lot 149 and 150, in Martindale's subdivision, 2,900.00

Laura H. Carpenter to Edward Mehl, lot 74, in Carpenter's Home-place addition to Mount Jackson, 200.00

E. P. Ervin to Harriet M. Evans, half of lot 3, in block 2, in Martindale's subdivision, 600.00

Conveyances, 17; consideration, \$13,700.00

COPY OF STATEMENT OF THE CONDITION

New Hampshire Fire Insurance Co'y

On the 30th day of June, 1890.

Located at No. 876 Elm street, Manchester, N. H.

JAMES A. WESTON, President. JOHN C. FRENCH, Secretary.

The amount of its capital is \$1,000,000. The amount of its capital paid up is 600,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$30,528.10
Real estate unimproved 914,865.00
Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value 487,048.86
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 127,250.00
Debits on premiums secured 144,752.99
Debits on reinsurance 144,752.99

Total assets \$1,616,440.91

LIABILITIES.

Losses adjusted and not due \$28,482.14
Losses unadjusted 42,000.00
All other claims against the company 1,000,000.00
Amount necessary to reimburse outstanding risks 566,039.80
Total liabilities \$965,873.94

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 15th day of July, 1890.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

New England Mutual Life Insurance Company

On the 30th day of June, 1890.

It is located at Postoffice Square, Boston, Mass.

BENJAMIN F. STEVENS, President. S. F. TRULL, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand, and in the hands of agents or other persons \$986,978.97
Real estate unimproved 1,897,420.20
Bonds and stocks owned by the company, bearing interest at the rate of — per cent., as per schedule filed, market value 13,004,743.12
Loans to policyholders on this company's policies, assigned as collateral 6,400.00
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 2,900,465.00
Debits on premiums secured 1,034,928.04
Debits on reinsurance 219,954.68
All other securities—accrued interests and rents 1,271,353.51

Total assets \$20,666,562.55

LIABILITIES.

Losses and endowment claims adjusted and due \$127,245.00
All other claims against the company—unpaid distribution 106,105.15
Interest due and accrued, collateral loans 17,871,353.51
Total liabilities \$18,104,793.66

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 15th day of July, 1890.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

FRANKLIN FIRE INSURANCE CO

On the 30th day of June, 1890.

Located at No. 421 Walnut street, Philadelphia, Pennsylvania.

JAMES W. McALLISTER, President. EZRA T. CRESSON, Secretary.

The amount of its capital is \$400,000. The amount of its capital paid up is 400,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$143,539.81
Real estate unimproved 316,150.00
Bonds owned by the company, bearing interest at the rate of 4, 4½, 5, 6 and 7 per cent., as per schedule filed, market value 1,088,353.25
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 574,881.34
Interest due and accrued, bonds and mortgages 10,134.99
Stocks, bonds and collateral 1,045,949.09
Debits on premiums secured 1,397.03

Total assets \$3,174,397.04

LIABILITIES.

Cash dividends, stockholders unpaid \$150.00
Losses unadjusted 38,454.43
Losses adjusted and not due \$688,018.71; 90 per cent., \$559,200.47
Commissions due and to become due to agents 1,338,919.18
Amount necessary to reimburse outstanding risks 428,137.37
Total liabilities \$1,804,392.51

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 14th day of July, 1890.

BRUCE CARR, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

HARTFORD FIRE INSURANCE COMPANY

On the 30th day of June, 1890.

Located at No. 53 Trumbull street, Hartford, Conn.

GEORGE L. CHASE, President. P. C. ROYCE, Secretary.

The amount of its capital is \$1,200,000. The amount of its capital paid up is 1,200,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: